

Subdivisions

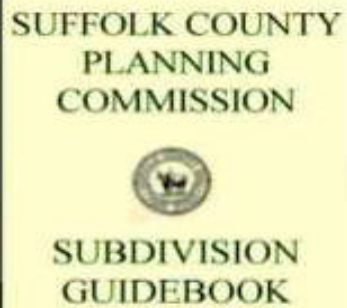
Many Smart Growth principles can be integrated into subdivision designs even though subdivision of land in the Suburbs can be considered a contradiction to the regional concept of Smart Growth.

Notwithstanding the overarching theme of Smart Growth; that is, to channel development to areas where infrastructure such as water, sewer and public transportation is already available, subdivision of suburban or rural land forms will inevitably take place.

Good Planning practices that distinguish the orderly division of land and protect the health, safety and welfare of new residents from haphazard development has been adopted by the Suffolk County Planning Commission.

These in addition to the some of the principles of Smart Growth that promote a sense of place, walkability, housing choice, affordability and the ability to choose transportation options can be combined to form notable subdivisions of exceptional design.

SUFFOLK COUNTY PLANNING FEDERATION SMART GROWTH FOR SUBDIVISIONS



PRINCIPLES

- Subdivisions should have a sense of place
- Subdivisions should be walkable within and without
- Subdivisions should allow for a mix of transportation options when possible
- Subdivisions should provide a mix of housing types
- Subdivisions should have an affordability component

SUBDIVISIONS SHOULD HAVE A SENSE OF PLACE



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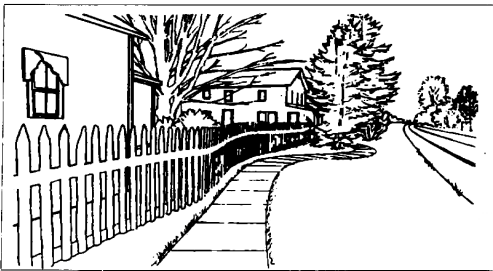
SUBDIVISIONS SHOULD HAVE A SENSE OF PLACE



SUBDIVISIONS SHOULD PROVIDE A MIX OF HOUSING TYPES



SUBDIVISIONS SHOULD BE WALKABLE



Sidewalk with fence

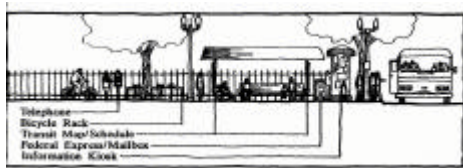
SUBDIVISIONS SHOULD BE WALKABLE



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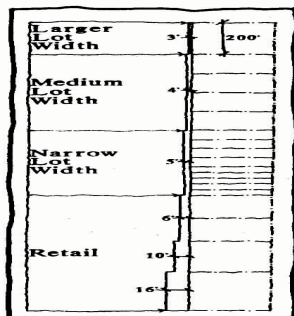


SUBDIVISIONS SHOULD ALLOW FOR A MIX OF TRANSPORTATION OPTIONS



SUBDIVISIONS SHOULD BE WALKABLE WITHIN AND WITHOUT

Chart of sidewalks width relative to lot widths.



ENVIRONMENTAL CONSTRAINTS

USE CLUSTERING TO AVOID IMPACTS TO:

- Steep slopes
- Wetlands
- Dunes & bluffs
- Prime agricultural soils
- Critical habitats
- Special Ground Water Protection Areas

DEVELOPMENT RIGHTS CAN BE USED FOR:

- Noncontiguous clusters
- Reduction in density through acquisition
- Increased unit density (apartments carriage houses etc.)
- Increased Floor Area Ratios

TRANSFER OF DEVELOPMENT RIGHTS (TDR)



FRONTAGE ON MAJOR ROADWAYS

Number of curb cuts and intersections along the road should be kept to a minimum. Attempt to utilize wherever possible

- Common access
- Transit (bus) turnouts
- Cross access

Lots should not access directly to a major road

When possible, buffer along the rear of lots along roadways with natural vegetation and/or berms

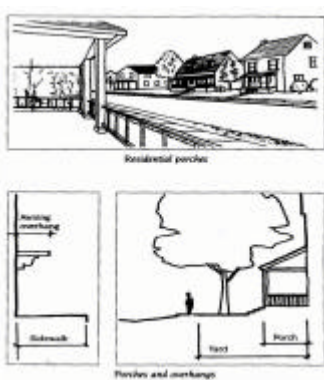
INTERNAL STREET DESIGN

- Length of a cul-de-sac street in excess of 1000 feet in a low-density area and 800 feet in a high-density area should be avoided
- Long straight streets should be avoided
- Avoid a grid pattern of street layout
- Four way intersections should be avoided
- Alternate means of access or an emergency access should be provided
- Private roads and easements for access should be avoided

INTERNAL STREET DESIGN



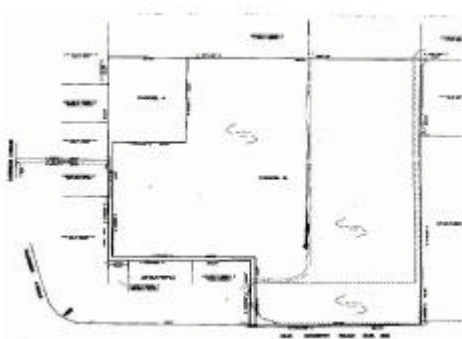
STREETSCAPES



LOT DESIGN

- Double frontage lots should not be created
- Dissimilar adjacent land uses should be buffered
- Flag lots should not have access greater than 300 feet
- Landlocked parcels should not be created
- Adjacent flag lot access should share common access

FLAG LOTS SHOULD NOT HAVE ACCESS GREATER THAN 300 FEET





DUMB GROWTH



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[http://www.co.suffolk.ny.us/planning/
guidebook98.html](http://www.co.suffolk.ny.us/planning/guidebook98.html)
